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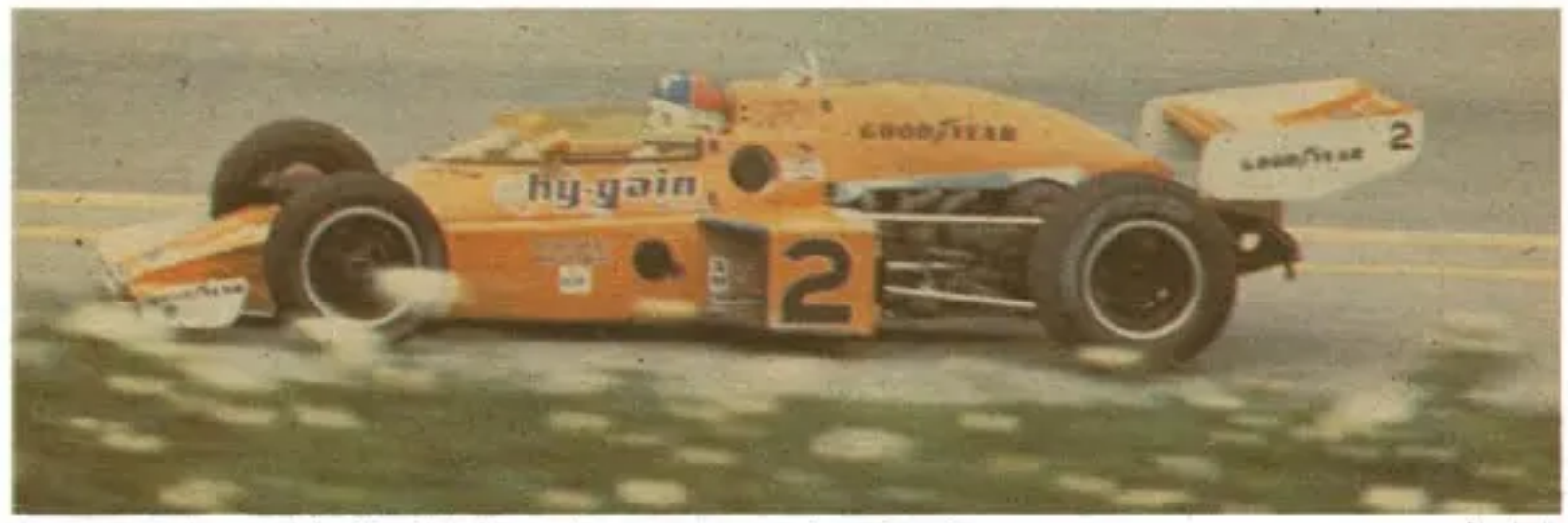

Rain helped, but Johnny Rutherford's Hy-Gain McLaren still had to be in front to win the Indy 500. Edwin Ingalls

Indy Rains, Johnny Reigns, Foyt Rages

By Jerry Miller

INDIANAPOLIS—It used to be that everyone complained about the Indianapolis 500 being too long. Now there are a number of folks who think it's too short.

Any poll taken around Gasoline Alley, on the afternoon of May 30, 1976, undoubtedly would have come out with 26 votes in that direction, one hesitant vote for leaving it at 255 miles, and maybe six abstentions after the Big Race pulled up short for the third time in the last four years. That one negatory vote would have come from the garage of Johnny Rutherford and McLaren, whose victory was assured by the rain that stopped the race at 102 laps.

"I would like to have gone 500 miles and won, I would have liked it much more," said the winner of this rain-wrecked Indy 255.

"But we still won it, which kind of makes us even for last year," added the pride of Fort Worth, who always thought he could have taken Bobby Unser if the May Monsoon hadn't abbreviated the 1975 race.

But Johnny R. was about the only man who could find a silver lining in perhaps the most disappointing ending to an Indy race ever. It was a simple matter of racing optimism that made each of the 26 entries still running behind Rutherford think they could have improved their standing if the race had gone on.

The loudest vote, of course, came from the garage of A. J. Foyt, whose dreams of a fourth Indy win were again foiled by the foul Indiana weather. The living legend of Indy racing was left to brood in his garage, haunted by the fact that he had

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Lauda Makes It Five Of Six

Pete Lyons' report on the Grand Prix of Monaco was still languishing in London at press-time, and the following report was taken from Pete by telephone. Look for a full report next week.—Ed.

MONTE CARLO, Monaco—Niki Lauda started on the pole, set fastest lap, and won the Monaco Grand Prix May 30, bringing his total of Grand Prix victories to five out of six races so far this year.

So what else is new? The pair of six-wheeled Tyrrells finishing second and third, that's what. Tyrrell pilots Jody Scheckter and Patrick Depailler being the only other drivers still on the winner's lap by the end of the race. Hans Stuck finished fourth, a lap in arrears, ahead of Jochen Mass and Emerson Fittipaldi.

The best surprise to come out of qualifying was the new-found speed of Ronnie Peterson, who put his March third best on the grid behind the Ferraris of Lauda and his teammate Clay Regazzoni. Peterson outdragged Regazzoni into the first corner and appeared to have second place wrapped up, but then he spun into a guardrail. So did Regazzoni, and so did Jacques Lafitte in his attempt to take the Ligier/Matra past Stuck into fourth. James Hunt's engine blew up after he, too, had spun and fallen to the back of the pack.

Nobody else was competitive so at this stage it really looks like SEFAC Ferrari can start chilling the champagne for its second World Championship celebration in as many years.—*Pete Lyons.*

Pearson Takes Charlotte, Guthrie 15th

Janet Guthrie, driving a very cautious race, went from 27th on the grid to 15th at Charlotte. Russ Goebel

HARRISBURG, N.C.—Three of NASCAR's four million-dollar career winners—Cale Yarborough, Richard Petty and Boby Allison were discussing the just-completed World 600 in the shower room at the driver's lounge here at the Charlotte Motor Speedway. It was late on the Sunday afternoon of Memorial Day weekend and the fourth member of their little $1 million club—David Pearson—was over in victory lane telling everybody how nice it was to have just won almost $50,000 in something less than four-and-a-half hours.

Always known as something of a cagey, heady driver who knows when to run and when to let others run for the lead, this win had come to Pearson and the Wood Brothers through a new tactic—flat out, full-speed racing from green to checkered, something unique in the team's tradition.

But this World 600 wasn't a traditional race. Janet Guthrie saw to that when she entered and qualified, thus becoming the first woman to drive in a major NASCAR

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LATE NEWS

● Volkswagen Of America has moved one step closer to building its Rabbit econobox in the United States. The company has chosen the still empty Chrysler assembly plant in New Stanton, Penn. as its preferred site, with a site in Brook Park, Ohio running second. All that remains is for Pennsylvania state government to accept VW's offer, and the go-ahead will be given for the state to buy the plant from Chrysler, and then lease it to VW.

● The DiGard Racing Chevy Laguna, run last year by Donnie Allison, has been purchased by John Ray, injured in a turn crash in this year's Daytona 500. Ray, still wearing a neck brace from the crash, will name a top driver for the car, and he himself hopes to be back in the driver's seat by the end of this year.

● David Pearson's win in the World 600 at Charlotte Motor Speedway May 30 moves him into first place in overall superspeedway wins, with 38 to Richard Petty's 37. Pearson is just $655 behind Petty in money won so far this year.

● Detroit talk has it that the AMX name will be revived for the 1977 model year and applied to a sporty version of AMC's Hornet hatchback.

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BRITISH LEYLAND CARS SCORE 14 WINS

Bryar, N.H. May 30

HP	1st	Jim Miller	Sprite
GP	1st	David Belden	Spitfire
FP	2nd	Dave Weinroth	Spitfire

Lake Charles, La., May 30

HP	1st	Bob Merrill	Sprite
GP	1st	Ted Melady	Spitfire
FP	1st	Milt Grant	Spitfire
EP	1st	Walt Mays	MGB
CS	2nd	Paul Piper	Mini

Riverside, Calif., May 30

HP	1st	Len Johnson	Sprite
FP	1st	Dan McKeever	Spitfire
EP	1st	Dwayne Anderson	MGB

Nelson Ledges, O., May 23

FP	1st	Dan Pohlable	Spitfire
EP	1st	Bill Koch	MGB
CP	1st	Roger Bighouse	Jaguar XKE

Roswell, N.M., May 16

FP	1st	Bob Hubbard	MG Midget
EP	1st	Jim Perry	TR-4

British Leyland Competition Dept. now has preparation books for Spitfire and Midget 1500. Price $3.00 each. Order from Mike Barratt, 600 Willow Tree Road, Leonia, N.J. 07605 or Jim Coon, 422 Valley Dr., Brisbane, Calif. 94005.